

## WATERFRONT ITEMS

## Breakwater Leaves for Coos Bay With Big Load.

## TURNED AWAY PASSENGERS

## Tug Stimson Makes Trip From Puget Sound to Astoria in Four Days—No Accident Experienced on the Voyage—Will be Taken by Portland Firm.

The tug Simpson arrived in from Seattle yesterday afternoon after a passage of four days and tied up at the Callender dock. She had a fair passage down but the little craft was bounced around by the waves of the ocean.

Captain Bronfield brought the Stimson down and brought up to the dock about 3 o'clock. He and his crew of five men will return to Seattle by rail. The tug was brought down to Astoria and will be left here until a Portland firm, which has recently purchased the boat from the Stimson Milling Company, sends down a crew to take her up the river.

On the trip down the tug stopped two days at Port Angeles and another day at Neah Bay. These stops were made on account of weather conditions. No chance was taken but the boat is a strong one and possibly could have weathered any light summer gale but her captain did not care to take any unnecessary chances.

She was prepared for the trip by having several braces put around her deck house to hold against rocking and pitching. Her windows were boarded up so that seas dashing against the sides would not crush the frail glass. Her hawse holds were also plugged up as it was found that when the tug pitched into the seas the waters flooded back along the deck and floated the engine wood which had to be stored alongside for the trip down.

The Lurline arrived down last night with freight and the usual number of up-river passengers. She had a good tonnage of freight for her return trip. Part of the freight was the apparatus used in a number of the gambling houses. Roulette tables and crap tables were well crated up for the trip up the river. Other articles of the profession such as slot machines and wheels of fortune were housed around in queer looking boxes and did not resemble the former alluring instruments which have long invited the speculative tendencies of a great many of the venturesome citizens.

The Breakwater left out yesterday morning at 8 o'clock for Coos Bay and was loaded to the guards with passengers and freight. It was one of the record trips of this busy steamer. Passengers who were on the dock here had to be turned away and every bit of coaxing power that they had would not secure them a passage down the coast on the steamer.

The Sue H. Elmore entered at the custom house yesterday from Tillamook. She arrived in with a good amount of freight and passengers.

The steamer Cascades entered at the custom house yesterday. She arrived in from San Francisco and will load lumber at the Tongue Point Lumber company.

The steamer Daisy Freeman arrived down from Portland yesterday and tied up at the Hume Mill where she will complete her cargo of lumber.

The tug Dauntless and the oil barge Rhoderic Dhu cleared out from Portland to San Francisco. The Rhoderic Dhu is being towed down the coast by the Dauntless.

The Asuncion, oil steamer, sailed yesterday for Port Harford where she will take on oil for return.

Until the steamers Kansas City and Lawton are ready for service there will be more freight offered for shipment between Portland and San Francisco than the other boats can handle, say those in touch with the situation in Portland. Realizing this will be the condition the San Francisco & Portland Steamship Company expects to engage another steamer this week from the Pacific Coast Steamship Company. The deal for the craft is all but closed. A message from R. P. Schwerin giving the date when the additional craft will be placed on the route and other particulars concerning the matter is momentarily expected by the local officials of the line.

It is stated on the best authority that Mr. Schwerin intends to charter a vessel from the Pacific Coast Steamship Company with the option of buying her if she proves suitable. Should he do so the company will have four steamers plying out of Portland when the Lawton and Kansas City arrive, the Costa Rica being the fourth. The other three will be among the finest steamers on the Pacific Coast.

John McNulty, nautical expert in charge of the hydraulic office at Portland has been instructed by the department to supply the North Head wireless station with a list of the latest obstructions to navigation which have been sighted. These, in turn, he has been apprised, will be forwarded to the ships at sea which are equipped with wireless telegraph plants. This practice will be continued on the discovery of any new obstruction, the navy department doing everything in its power toward the early transmission of this line of news.

## CONCERNING PACIFIC COUNTY.

## Editor Hazeltine Tells of Resources and Conditions North of Columbia.

F. A. Hazeltine, editor of the South Bend, Wash., Journal, returned last evening from a business trip to Knappa, Frankfort, and Deep River. His paper occupies a unique position in Pacific county as in the last election it first fought against all of the papers of the county in the primary election and won out from them three to one. Then in the election it alone supported all of the Republican ticket and all of the candidates except three were elected.

Mr. Hazeltine makes a practice of mixing up with the people of his county by assisting their homes and in speaking of his trip he said:

"To travel in Pacific county one must be by turns a good bicyclist, tramp, horseman and sailor, according to where you want to go. It takes longer to go to some places in the county from South Bend than it does to go to Spokane. No other county in the state has as many streams large enough for logs to be driven down there. By the way that is why logs have always been cheaper in Pacific county than on either the Columbia or Gray's Harbor and why they will be cheaper for years to come. It is because such a large proportion of the timber is accessible to water and the small logger still has a chance to do business in Pacific county. Even hand logging shows are still available on Willapa Harbor.

"Then the mill companies run their own camp besides and a few big loggers cannot combine and squeeze the mill men. This is one of the greatest investments we offer for mills on our harbor. They can make money when all other mills are running at a loss just on the difference in the price of logs.

"South Bend has passed from the wooden to the stone age in her extensive concrete blocks which are replacing the old wooden buildings. There was a time when we all lived in dread of a terrible fire some day sweeping the town out of existence. There will soon be enough concrete buildings to make that impossible.

"Perhaps no other industry has developed so much during the past year in our county as the fish and oyster industry. A new fish firm at Bay Center has demonstrated that it is possible and profitable for fishermen to fish the year round. There are the green sturgeon in the spring, oyster and razor clams to dig. Later on come the salmon which are just now beginning to run well. Then in the winter are the steel heads and crabs. All of this business is being handled through South Bend."

## PERSONAL MENTION

J. L. Allentine, of Seattle, is visiting Astoria for a few days.

T. S. Welch, of Portland, came in on the 11:30 train yesterday.

Coroner Pohl was in Clatskanie last night and returned this morning.

Isadore Greenbaum, a prominent merchant and city councilman of Salem, spent the day in Astoria yesterday going hence to Seaside and from there will return to the Capital City on tonight's train.

Mr. John Telleen, of St. Paul, Minn., is in the city visiting Rev. G. E. Rydquist of the First Lutheran Church.

Kenneth O'Loan representative of Blake-McFall Company, arrived back from a business trip to Tillamook on the Sue H. Elmore yesterday.

## SALOONMEN MEET.

The Royal Arc held a meeting yesterday afternoon at which considerable discussion was indulged in regarding present conditions in Astoria. Another meeting will soon be held when the matter will be taken up more fully.

Morning Astorian, 60 cents per month, delivered by carrier.

## MODERN BRIDGE

## Will Span Klickitat River With 160-Foot Arch.

## OF REINFORCED CONCRETE

Portland & Seattle Railroad Will Have Only Bridge of Its Kind on Coast—Is Part of Geology of Country—Vancouver Viaduct Will be Same Material.

That the Portland and Seattle Railroad is making use of the best there is in modern railroad construction is shown in their adoption of reinforced concrete for bridge work where that material can be used to advantage. Notable examples of this will be the viaduct in Vancouver and the bridge over the Klickitat River. The latter will be a single arch of a span of 160 feet, as viewed from the Columbia River. Being architecturally beautiful this will form a notable feature of the scenic value of that stream.

The Wallace-Coates Engineering Company of Chicago and Portland, specialists in this class of construction have been retained by the Portland & Seattle Railroad to draw plans and specifications and supervise the construction of this work. They have also been retained by the city of Spokane in the same capacity to replace steel bridges in that city with others of reinforced concrete.

Buildings of this material are not unknown in the northwest but it is believed these will be the first bridges to be built of reinforced concrete in this section. They have advantages over steel or wood in being unaffected by weather, growing stronger with age, requiring no painting or repairs and consequently doing away with maintenance charges. They are also of the greatest stability, as is the case with all masonry work, and not subject to the great vibration noticed in steel bridges under passing trains. Steel or wood highway bridges are subjected to racking stresses caused by the rhythmical impact of the hoofs of horses trotting or troops marching in unison. For this reason it is a common thing to find signs at either end of such bridges commanding drivers to slow down to a walk under penalty of a fine. The officer in charge of troops commands them to break step. Otherwise these stresses may become so great as to cause the collapse of the structure under the passing load. A considerable amount of time is lost by drivers frequently crossing such bridges. Reinforced concrete bridges are not thus affected because they become practically one piece of stone and consequently "as firm as a rock."

This form of bridge construction is not at all new, having been in use in Europe for over a generation. It has become common in the eastern and middle states both for railway and highway work. Notable example are to be found over the Piney Branch in Washington, D. C., and near Belvidere, Ill. The latter was built under the Strauss patents for the Elgin-Belvidere Railroad and consists of four low arches placed without wood form work or centering, this feature being embodied in the Strauss system.

It is expected that reinforced concrete bridges will eventually replace steel and wood in the majority of cases because of its unquestioned advantages. Beside those stated above it is impossible to burn these bridges and since they are usually founded on bed rock, and are themselves essentially rock reinforced with steel rods, they are "part of the geology" and safely withstand floods that would carry away structures built of other material. The weight and monolithic character of the concrete aid the reinforcement greatly to this end.

The features of reinforced concrete bridges make them the safest for travelers to cross and the engineers of the P. & S. Railroad are to be highly commended for their selection of this material.

Because of the characteristic of reinforced concrete the installation of dams built of the material is considered by advanced engineers to be the most desirable method of impounding water for irrigation, power and other purposes. The Reclamation service is using it very largely.

With the advantages of reinforced concrete buildings we are made acquainted by examples in the principle cities of Oregon and Washington. One of the most recent is the Proudfoot Building in Portland. This was also designed by the Wallace-Coates Engineering Company. These buildings are of the most durable nature and are so thoroughly fireproof as to make fire insurance unnecessary. There general adoption in Europe is a

prime factor in the infrequency of destructive fires in the large cities there and explain the slight cost of maintenance of fire departments. The more we get in the Northwest the more effectively the cities will invite investment of outside capital in our real estate since safety from fire is more surely gained.

Another feature of this material not to be overlooked was brought forward in the recent earthquake when it was demonstrated beyond question to be shockes when properly designated and constructed. It may be stated that these last words are the keynote of all reinforced concrete construction. Its erection demands the best engineering skill, thoroughly experienced in this class of work, and its use should not be undertaken without expert guidance.

## NEW TO-DAY.

Dell B. Scully, notary public. Any old hour at Scully's cigar store. tf.

Oliver typewriters and automatic stenographers at A. R. Cyrus, 424 Commercial street. tf.

Golden Oak Rug filler and bird cages now in. Hildebrand & Co.

Wanted. A chambermaid for a hotel. Address "J." Astorian office. 7-12-tf.

Steamer T. J. Potter for Ilwaco, daily except Fridays, connecting with train for all points on North (Long) Beach. Call at O. R. & N. dock for information regarding rates, etc.

Social Dance. The Liberty Bell Social Club will give another one of their dances at Logan's Hall Saturday evening, August 17th. Invitations have been sent out. 8-14-tf.

Notice. The Library Board wishes to state that Mr. William Brooks is fully authorized to sell tickets for an entertainment to be given in this city September 12th, 1907, the proceeds of which are to be expended for new books for the Library. MRS. STOKES, For the Public Library.

Drug Store Moves. The Central Drug Store has removed one-half block west of their old location on Commercial street and have a finely remodeled store where everything is fitted up in first-class shape. They will be pleased to meet their old customers and new friends at this location.

Now or Never. This is the last week of the famous free flour offer. Hundreds of sacks have been given away in this vicinity in the last few weeks—a two-pound sack of White River Flour absolutely free to any housewife who will order one full-sized sack. If she does not like the flour after using the small sack, she may cancel the order for large one and there will still be no charge for the small one. This is a fair, business-like offer, made by the distributors, Allen & Lewis, the leading wholesale grocers of Portland, Oregon.

Cheap round-trip rates to the East from Astoria:

To Chicago . . . . . \$71.50  
To Omaha . . . . . 60.00  
To Kansas City . . . . . 60.00  
To St. Paul . . . . . 60.00  
To St. Louis . . . . . 67.50

Tickets on sale August 8-9-10, September 11-12-13. For further particulars apply to G. W. Roberts, agent O. R. & N. Wm. McMurray, G. P. A., Portland, Or.

The Tyler. The Tyler, the new refreshment resort, which opened on Saturday night at the corner of Sixth and Bond streets, is still enjoying the popularity that the owner's name gives it with his worthy helpmate, Dad Towler. Clarence Tyler insists on everything that he is connected with being first class and the Tyler is an actual evidence of this determination. The Tyler will grow in popularity.

Notice to the Public. Notice is hereby given that the Thirtieth Annual Regatta Committee will not entertain any bills or assume any indebtedness whatsoever unless such bills or accounts, when rendered, are accompanied by a requisition duly signed by the President and Secretary.

W. E. SCHIMPF, President.  
J. H. WHYTE, Secretary.

## 400 ROOMS WANTED.

During the Sangerfest Convention and Regatta week, parties having rooms will please leave their names and address at either of the following places: Regatta Headquarters, Johnson Phonograph Co., S. L. Nanthrup, or E. Hauke & Co., by request.

FRED J. JOHNSON, PASTOR ELLEFSON, Committee.

Morning Astorian, 60 cents per month, delivered by carrier.

Clothes that are worth more than they cost--that's the kind of clothes you like to buy.

That's the kind we sell; and they're Hart Schaffner & Marx clothes, because that's the kind they make.

We don't know just what you think about it, but we can tell you one thing--you can't find any better clothes than these, there are none made.

*P. A. Stokes*

Leader in Nobby Clothes

Columbia and Victor graphophones and latest records at 424 Commercial street. A. R. Cyrus. tf.

If a man knows anything of his own anatomy he must be aware that his stomach is a magnificent organ and entitled to the utmost consideration; knowing that he will eat at the Palace when he can conserve its safety and comfort, by eating only the best cooked, best served and most compensating meal in the city of Astoria. day, or night, it is always the same, and the Palace habit is one that pays to acquire. Arthur Smith is a master of the art of preparation and service, of all things edible.

Pineules are for the Kidneys and Bladder. They bring quick relief to back-ache, rheumatism, lumbago, tired worn out feeling. They produce natural action of the kidneys, 30 days' treatment \$1.00. Money refunded if Pineules are not satisfactory. Sold by Frank Hart's drug store.

## For The Little People.

Every parent in this city should investigate, at once, the new and appreciable shoe for the youngsters, at Charles V. Brown's Commercial street house. They are called the "E. C. Souffler" and are the very epitome of good wear and real comfort. They are going like wild-fire and the kids themselves are after them because they look so "comfy."

## Ice Cream....

Made from Pure Sweet Cream, 30c. Quart.

## Whipped Cream

25 Cents a Quart

—AT—

## TAGG'S PARLORS

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## WATERMELLONS

We have them, nice and ripe. All kinds of fresh fruit and vegetables in season.

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